

## WHITTLESEY COOLLY PREPARED TO DIE

Followed an Arranged Plan  
When He Jumped Over-  
board Far at Sea.

CALM TO LAST HOUR

Appeared to Be in Good  
Spirits Just Before the  
Fatal Plunge.

LETTERS MAY EXPLAIN

Leader of Lost Battalion Prob-  
ably Will Be Honored by  
Special Services Here.

Confirmation of the fact that Lieut. Col. Charles W. Whittlesey, leader of the Lost Battalion, mediated suicide and was following a carefully arranged plan when he jumped from the steamship Tolosa was obtained yesterday.

He made his will only a day or two before he sailed. He stayed in his office far into the night last Wednesday, writing memoranda concerning every legal matter in his care, so that his partners could go right ahead with them. He put all his personal affairs in order. He left in his desk a sealed package to be sent to his brother, Elsie Whittlesey. He boarded the Tolosa on Saturday with only the farewell messages to write. His last note, addressed to the captain of the ship, gave a list of persons to whom wireless messages were to be sent. Having done this, Col. Whittlesey left his stateroom, went to the deck, climbed over the rail and dropped into the sea. Tentative plans for a memorial service were discussed by several of his closest friends last night in the office of Col. Whittlesey's classmate, executor and former law partner, John B. Pruyn, at 2 Rector street. The idea is subject to the approval of the parents in Pittsfield, Mass. It is likely that if the service is held—Col. Whittlesey's known dislike for public ceremony is regarded as the only obstacle—the American Legion, the Red Cross, Lost Battalion survivors and possibly college clubs to which he belonged will participate.

### Seemed Normal to the Last.

No explanation of his suicide was offered yesterday except the one advanced Monday evening by his relatives and other associates. This was the theory that his Argonne experience, his constant contact with the aftermath of war in work for disabled soldiers and their relatives and finally the renewal of the shock to an unusually sensitive mind when the Unknown Soldier was buried at Arlington carried a growing tendency toward melancholia beyond the breaking point. Robert F. Little, one of his seniors in the law firm of White & Case, said last night: "You can sum it all up by saying that Col. Whittlesey was a man engulfed in the sea of war." Capt. Grant of the Tolosa sent the fol-

lowing radio message to The New York Herald yesterday in answer to a request for information:

"Col. C. W. Whittlesey, passenger New York to Havana, disappeared from ship during night of Saturday, November 26. He left a letter addressed to me, giving me various instructions regarding disposition of his baggage, and also requested me to send several wireless messages which were quoted in his letter. He also left nine letters addressed to various relatives and friends, which I will send at Havana."

"He appeared to be normal and in good spirits when he left the smoking room about 11:15 Saturday night to retire."

"GRANT, Master."

The Tolosa is due at Havana to-day.

### Key to Strong Box Missing.

Possibly the only point overlooked by Col. Whittlesey in his methodical preparation for disappearance was the whereabouts of the key to his strong box in the vault of the Mercantile Safe Deposit Company. He left a note in his desk saying that the key was there, but the key has not yet been found. It is thought that information regarding it may be in one of the letters to be mailed from Havana. Col. Whittlesey dictated the will to a stenographer in the office of White & Case. She thinks the day was last Wednesday. The firm is a large one, while he was constantly being executed in the office, and no special significance was seen in Col. Whittlesey's act. As the stenographer recalls it, the will, which she typed, was a short one, left all of the estate to his mother and designated Mr. Pruyn as executor.

### Added Many War Sufferers.

Mr. Little said yesterday: "Upon receiving word that Col. Whittlesey was the captain of the Tolosa, enclosing a message from Col. Whittlesey and asking me to look in the upper right hand drawer of his desk and saying 'I shall be back,' I opened the drawer. I found that before leaving the office he had arranged in immaculate order the papers relating to the war. He was sending other men in the office to go right on with them without a moment's loss of time."

"I had known Col. Whittlesey for ten years. He had the finest mind I have ever known in a man of his age, the best gift of analysis. With his whole being he had been in the war. He was in a sense of duty. When the war was over he would have preferred never to have heard about it again. And yet because of his reputation he had to keep constantly in touch with the horrors of war. Disabled soldiers, mothers and fathers of the soldier dead, everybody with a problem growing out of the war came to him, and he never turned anyone away. At all hours of the day and even at his home at night he was a center of help to those who were troubled. He attended funerals, visited hospitals, visited fathers and mothers in their homes."

"He said not a word of all this, but I believe now that each incident was leaving another scar on his mind. I believe he was burning up inside. I told him that he was doing too much, that he simply couldn't take up this last work for the Red Cross campaign, but when they asked him he went. He hated speech making, but when he thought it would help his dispirited soldiers, he went. He was a man of the American Legion, said last night: 'The American Legion of New York has suffered a grievous blow. Whittlesey was one of the whitest, cleanest and most sympathetic men in the whole legion and has been of inestimable value to the organization in his efforts to better the condition of wounded and disabled ex-service men.'"

"Whether his death was voluntary is not of moment, although the American Legion knows of no man who was so completely devoted to the care and consideration of ex-service men in trouble. It is easily conceivable that the burden of so many individual cases upon his sympathetic nature may have been overwhelming. It should prove a lesson to the rest of us Americans that there is still a great deal to be done for those who suffered for all of us. The American Legion has lost a genuine friend and worker. Telegrams of condolence have been sent from the State headquarters to the family. We must take upon our shoulders the task he had himself struggled under."

## INTERBOROUGH HAS DROPPED \$87 TO \$8

Continued from First Page.

ant for the commission, then was recalled. He presented charts showing by curves the wide range of Interborough-Metropolitan preferred in the stock market from its start in 1901, through its merger into the Interborough-Consolidated in 1916. From \$7 in 1901, it appeared, the security had fluctuated with sharp falls and rises until in October of the present year, in the guise of Interborough-Consolidated preferred, it had fallen to 6.

"So the stock, which to-day is practically worthless, was bought by the public at the end of 1916 at as high a price as \$37," Mr. Lindars asserted. It also appeared that near the end of 1911 the stock stood at 46. Just at that time the Interborough, which theretofore had paid no dividend larger than 3 per cent. annually—just sufficient to pay interest on the collateral bonds of the Interborough-Metropolitan—changed its policy and raised the dividend rate to 16 per cent. In the two months immediately preceding public knowledge of that change of policy, the chart showed, the stock was boosted from 46 to 59 and during 1912 it climbed to 67.

From January, 1915, there was a very sharp rise, the security soaring within three months from 54 to 75 and mounting before the end of 1915 to 85. "The beginning of that climb," commented Mr. Shearn, "was coincident with the putting into effect of the scheme that had been invented for paying dividends on the Interborough-Consolidated stock, the commission will notice."

A similar chart revealed the fluctuations in the Interborough-Met's collateral 4½ per cent. bonds. They were quoted at 90 in 1906. After varying fortunes they stood when the Exchange closed in June, 1914, because of the war, at 78.

"Now come to 1915," said the examiner, "when the policy had been decided upon of undoing the injustice to the stockholders of the Interborough-Consolidated and permitting them to enjoy the accumulated surplus coming from the dividends paid by the Interborough Rapid Transit Company, what occurred to the price of these \$67,000,000 of 4½ per cent. bonds from 1915 on?"

"After the Exchange opened in November, 1914, they started at \$75 a share and went up sharply during the next four months, which brought them to March 1, 1915, when they touched 80," at 78.

From 80 down to 35 and 14. That, however, was high water mark. From April, 1915, these bonds dropped steadily with only slight variations, and touched 35 in April, 1919.

"Of course," interpolated Mr. Shearn, "the commission has noticed that every dollar that was paid out of the Interborough-Consolidated Corporation for dividends depleted the assets which con-

stituted the security for these \$67,000,000 of 4½ per cent. collateral trust bonds."

In October, 1921, they were quoted at 14. Job E. Hedgus, receiver for the New York Railways Company (the Manhattan surface subsidiary of the I. R. T.), was the day's last witness. He was sworn after his operating expert, Frederic T. Wood, had been quizzed at great length for the recognition of the surface system, disintegrated and bankrupt. Mr. Hedgus soon had justified the promise held out by Mr. Shearn, who said he was calling him "to enliven an otherwise dreary day."

When Mr. Hedgus was invited to express his views frankly concerning the commission's tentative plan, as published for the recognition and unification of the city's railways, he practically aligned himself with Frank Hedley, president of Interborough Rapid Transit. He approved it all except the commission's proposal for selecting a board of control.

"Such a board," said Mr. Hedgus, "with its three men picked from the operating companies, three representing the city and with its old man to be picked up, if you can find him, with everybody guessing which side has got him, will plunge the thing into a state of rough-and-tumble politics in the beginning and practically will have a mess made of it."

"I would not hesitate to say that within five years, if you start off with three to three and guess on one, with people deprecating that man's motives and guessing at 'who got him' and 'who will get him,' there will be a movement to repeal that bill which might succeed, and result in five years in the city going into both municipal operation and ownership."

### Hedgus Denies Any Pessimism.

Gen. O'Ryan expressed his disappointment at Mr. Hedgus' "pessimism." Mr. Hedgus repudiated the suggestion that he was a pessimist. "I do not believe New York is going to lose itself," he said. "I will be glad to go with it if it does. Nor do I believe there is a 'Moneybund' wandering about the streets. If I ever get my hands on that Moneybund nobody ever will take it away from me."

When Gen. O'Ryan pressed the witness for a constructive suggestion for some other way of selecting a board of

control, Mr. Hedgus said he would rather make it four and three, with the security holders naming the four and with the Mayor and Comptroller as two of the city's three representatives.

"Well, you are heartily in sympathy, are you not, with the purpose of the commission to take transportation out of the stock jobbing market?"

"Absolutely, Judge," was Mr. Hedgus' reply.

"That alone would make the whole effort worth while, wouldn't it?" asked Judge Shearn.

"Yes, sir; that is one real good reason. I am so much in favor of the commission doing something that I am for it, although it shortens my tenure of service to the Moneybund."

Mr. Wood, the operating expert, delivered some hard wallop upon the favorite bus obsession of the Mayor and Commissioner Thaelen. Mr. Wood had made a study of the bus system as it operates in London. "The buses so added to the great congestion," said the witness, "and produced such dangerous conditions from the standpoint of personal accidents that the whole situation was made the basis of a Parliamentary inquiry, which took a large amount of evidence."

"Among other things, they published a report in which, referring to the flexibility of the bus, this report said: 'Flexibility has been claimed as an advantage for the motor bus. This very elasticity, which permits omnibuses to turn out from stopping places, out of their proper order, and to meander and move sideways on the road, and to be driven two or more abreast, is in many cases a material element in road congestion. Flexibility implies taking advantage of chances of passing other vehicles, and though it may be an advantage for omnibuses as against other competitors it is not without its special element of danger.'"

Mr. Wood quoted also from London Board of Trade reports which showed that, per million passenger carried, the omnibuses kill seven times as many victims as do the trams (surface cars). He said, further, that the bus is a fair weather vehicle and that in London receipts always drop heavily on a stormy Sunday.

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